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USSR RIVER FLEET GETS NEW TOWING VESSELS

NEW TUGS IN OPERATION -- Moscow, Ogonek, Mar 52

During last year's navigation season, a new type of towing vessel was used by the river fleet for hauling raft caravans on the Northern Dvina, Kama, Unzha, Vetluga, and Sura rivers. It is a motor ship powered by an engine using gas produced by burning wood in a gas generator. Because of its small size and displacement, its stability and maneuverability in winding and shallow forest rivers is much greater than the usual type of tug. Although mass production of such vessels was begun only last year at the Kostroma Plant of the Ministry of the Timber Industry USSR, the vessels are now under construction in other shipyards.

TWO NEW TYPES OF TUGS -- Leningrad, Leningradskaya Pravda, 26 Nov 52

Two new types of river vessels have been invented which will be of great significance for the further growth of navigation on small rivers. One of these types displaces only 35-40 centimeters. Instead of being propelled by a screw, a special device located inside the hull ejects a stream of water under the ship's bottom. This enables the ship to navigate in very shallow rivers. Another type, equipped with a gas generator, is in mass production at the Krasnoyarsk Shipyard and the Kashira Shipbuilding Plant.

ELECTRICALLY POWERED TUGS TO BE TESTED IN CANAL -- Moscow, Vechernaya Moskva, 12 Jan 53

An experimental section along the Moscow Canal is under construction for the purpose of testing electrically powered tugs. These tugs will operate on the principle of a trolley bus. Power cables will be strung

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from posts set up on the banks of the canal. On board the tug, there will be the same kind of drum for reeling the cable as on electrically powered tractors in the kolkhoz fields.

The Department of Invention of the Ministry of the River Fleet has started production on a nonaxial trolley device which will allow the tug to move off shore for a distance of up to 50 meters without danger of the device jumping the power cable or becoming jammed. This device, together with the power unit, instruments, and steering mechanism of the common trolley bus, will be installed on one of the 150-horsepower diesel towing vessels under construction at the Moscow Shipbuilding Yards.

To by-pass low bridges and hydroelectric installations along the canal, a special track will be laid, along which a marine railway carriage will haul the tugs. Construction of such a track is very simple and much less expensive than construction of new canal locks. All preparations for testing towing by electric traction are expected to be complete by the summer of 1953.

PUSHER-TYPE TUGS USED ON LARGE SCALE -- Moscow, Izvestiya, 31 Jan 53

Hauling barges by pushing instead of the usual towing method has been utilized on a large scale during the 1952 navigation season. Approximately 2 million tons of cargo have been hauled by this method. Furthermore, the speed of caravan traffic increased 15-20 percent and fleet operations by 10-15 percent, while fuel expenditure decreased 7-10 percent. Ship repair plants of the Ministry of the River Fleet are re-equipping 150 steam and diesel vessels and approximately 350 barges to operate by this method. They are expected to transport approximately 5 million tons of various kinds of cargo during the 1953 navigation season.

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